The departures have been-17th, Camden, for Port Gamble; 9th John Jay, for Port Townsend; 23d, City of New York, for Auckland & Sydney; 23d, W II Meyer, for San Francisco. Mr E P Adams has held a three-days sale of European goods, at Messrs H Hackfeld & Co the past week, wherein good prices have been realized. The best sale for years past.

PORT OF HONOLULU, H. I. ARRIVALS.

Aug. 18-Haw trading schr Giovanni Apiani, Whitnoy, from the Arctic. 18 -Schr Ka Moi, Wilbur, from Kahului, Maui. 18—Schr Kulamanu, Mans, from Kohaia, Hawaii.
18—Schr Mile Morris, Kealohanui, from Molokai.
18—Stmr Kilaues, Reynolds, from Hawaii and Maui.
19—Stmr Likelike, Marchant, from Nawlliwili, Kauai.
19—Tahitian schr Alata, Chapman, 17 days from Pen

19—Tahitian schr Alata, Chapman, 17 days from Pen-rhyn's Islands.
19—Schr Uilama, Punahiwa, from Kohala, Hawaii.
20—Schr Marion, Christian, from Hanalei, Kauai.
20—Schr Mary Ellen, Kaaina, from Hill, Hawaii.
21—Am bkine Monitor, Emeson, 16 dys from San Fran
22—Schr Warwick, John Bull, from Lanai. 23-P M S City of New York, Cobb, 7 days & 15 hours

from San Francisco. 24—Stmr Kilaues, Reynolds, from Maui & Hawaii. 24—Am wh bk Hunter, Holt, from Panama.

DEPARTURES.

Aug. 17-Am bk Camden, Robinson, for Port Gamble. 17—Am bk Camden, Robinson, for Port Gamble.
18—Schr Prince, Beck, for Kona and Kau, Hawaii.
19—Am bk John Jay, Swenson, for Port Townsend.
20—Schr Ka Moi, Wilbur, for Kahului, Maui.
20—Sthr Kilauea, Reynoids, for Maui & Hawaii.
21—Schr Manuokawai, Pake, for Nawiliwili, Kauai.
21—Schr Fairy Queen, Peni, for Hanalei, Kauai.
22—Schr Kekauluohi, Malaihi, for Hanalei, Kauai. 22—Schr Kekauluohi, Malaihi, for Hanalei, Kauai.
22—Schr Uilama, Puaahiwa, for Kohala, Hawaii.
23—Schr Mary Ellen, Peni, for Hilo, Hawaii.
23—Schr Kulamanu, Mana, for Kohala, Hawaii.
23—Schr Warwick, John Bull, for Kalaupapa, Mcloka
23—Schr Marion, Christian, for Koloa & Waimea.
23—P M S City of New York, Cobb, for Auckland.
23—Am brig W H Meyer, Brown, for San Francisco

VESSELS IN PORT.

NAVAL.

H B M's sloop Albatross, Commander Ernest Rice. MERCHANTMEN.

Am schr C M Ward. Haw bk Courier, Ahlborn, loading, Am bk Harriet N Carleton, Harkness, discharging. Brit sh Abeona, Grosart, discharging. Am batne Wm H Deitz, Endicott, discharging. Tahitian schr Aista, Chapman. Am bkine Moniter, Emeson, discharging. Am wh bk Hunter, Holt.

MEMORANDA.

REPORT OF TAHITIAN SCHR AIATA, B CHAPMAN, MASTER -First part of the passage had fresh SE trades to 3° N, then had light wind and calm for five days; took the NE trades in

REPORT OF HAW TRADING SCHR GIOVANNI APIANI, BENJ WHITNEY, MASTER.-Left Honolulu April 10th, for the Arctic Ocean. Had stormy weather on passage up; went through Seyuam Pass May 6th; sighted ice on the 11th, and the next day spoke bark Rainbow, had been in the ice and knocked her fore-foot off and copper; got through the ice June 15th to Cape Thaddeus, and saw good many whales along the land. Ships hat left port a month later went up farther east, and saw very ce, and had been up to the land for 10 days when I ar-Heard of bark Java being stove and sunk in the ice, did not hear particulars. Capt Dexter, of schooner Lolita, re-ported that the W H Allen had been over to Cape York, and the natives came on board and kicked up a row, the officers and crew with handspikes and heavers killed some 10 or 12 and drove the remainder overboard. Short time previous the schooner Emilie Fransine was there, and the natives went on board and drove all hands below, took what they wanted and left, supposing that they could do the same on board of the Allen. Had a heavy gale from south while laying at anchor on the north side of East Cape, lost anchors and chain. Left July 18th for Honolulu, and came through Onimack on the 28th; Aug 2d, in lat 48°, saw a schooner steering east, supposed to be Gen Harney; 4th, lat 44° N, long 158° W, spoke Jane A Falkinburg, all well. Had light S and SW winds to lat 30° 50°, thence strong E winds; 17th, sighted Molokai and arrived in port next day, with 7000 ibs bone and 4000 ibs walrus ivory. nd drove the remainder overboard. Short time previous th

REPORT OF P M S CITY OF NEW YORK, W B COBB, COM-MANDER.-Left San Francisco August 15th, at 1 pm. Fine weather during entire trip down; arrived in Honolulu on the 23d, at 6 a m. Lay-to off Dimond Head from 2.30 a m.

IMPORTS.

FROM SAN FRANCISCO-Per Monitor, Aug 21-122848 ft FROM SAN FRANCISCO-Per City of New York, Aug 23d 544 page flour and 1981 do general mds

For AUCKLAND AND August 23-	Sydney-Per	City of	New	York
Pulu, Ibs14 Value—Domestic				
FOR SAN FRANCISCO- Betel Leaves, bxs	Per W H Meye	r, Aug 2	3—	40534
Bananas, bnchs	195 Rice, lbs			45600
Coffee, ibs	7568 Syrup, g 1000 Sugar, lb	a		314096
Molasses, galls Peanuts, lbs	7532 Specie, b 5101 Wool, 1b			
Value-Domestic				

PASSENGERS.

FROM WINDWARD PORTS-Per Kilauea, Aug 18-S L Austin, Aki, Miss Kaapa, Mr Ilihonua, O B Epencer, C N Spencer, A Hutchinson, B W Child, Aliona, Mrs Gertz, A G M Eckart, Mrs I Y Davies, Miss Hopper, Miss Rev W Frear and 2 son, G Bond, Mr Mamla and Mr Kutz, wife, child and servant, Capt Makee, Wm dell, McLean, Miss Beckley, Miss Miner, Miss Risely, M

FROM KAUAI—Per Likelike, Aug 19—Their Majesties the King and Queen, His Ex J Mott Smith and daughter, His Ex Jno M Kapena, Gov J O Dominis, Hon H Kuihelani, Hon S G Wilder, Hon H M Whitney, Maj Jas H Boyd, Lieut Christopher, U S N, S Parker, H L Sheldon and wife, J K Wilder and son, Capt McIntyre and son, E Everett, Marshal W C Parke, J Hyman, J W Crowell, H Smith jr, J C Glade and wife, J Oat, C B Poor, Frank Brown, A W Dewing, E Dolan, Mr. Scholer, Miss. Boyd, Mrs. Wiert, Mrz. Lilikalani, L Illulani Mr Scholy, Miss Boyd, Mrs Wiert, Mrs Lilikalani, L Ululan Mrs Pooloku, Mrs Kinoiki, Mr Kekapa, Mr Maii and 57 deck. FOR WINDWARD PORTS—Per Kilauea, Aug 20—H R H Liliuokalani, Hon H Kuthelani, M de Freites, M J McLean, W Hardy, S E Mann, E Morris and wife, R E Morrisson, Mrs J Lililehua, Mrs D P Eldridge, D W Glover, Miss Blasdell, Wm Biasdell, L Chamberlain, Mrs C A Chapin, Mrs Fraser, E C Bond, Miss Rowell, H Hayes, Jno Maguire, Ellen Treadway

PROM SAN FRANCISCO—Per City of New York, Aug 23—H Morel, A Welch, Mrs W R Castle, T H Hobron, wife and son, Mrs J A Hopper, Mrs Jaz H Agnew and son, C Menieke, wife and infant, Dr. A H Shaw, Chas E Bancroft, D Rankin and sister, W H Cornwell, wife, nurse and 2 children, Jno Farns-worth and wife, M Greenwell, Chas Brenning and wife. FOR AUCKLAND AND SYDNEY-Per City of New York, Aug 23-Chas Cawte, Capt H W Mist, C Mahler, J E Cheevers and wife, E Kennedy, J N Ingraham, Chas Sheridan.

FOR SAN FRANCISCO-Per W H Meyer, Aug 23-William Weight, H P Clark.

FROM WINDWARD PORTS—Per Kilauea, Aug 25—E R Hendry, Mrs Brough, Miss Brough, Mrs Meyers, R A Lyman, Mrs Kipi and 3 daughters, D W Glover, J R Mills and daughter, W Rickard, J F Mulls, C Notley and 2 children, Master Rickard, Miss Rickard, J H Hind and sister, J W Widdifield and servant, Henry Cornwell, Mrs J Lillehua, G Gray, G Miller, J Lipsee, J W Gay, J F Smith and 25 deck.

MARRIED.

AULD-LEWIS-In this city, August 18th, by the Rev Hermann Kockemann, Mr James Auld to Mrs Caroline Lewis both of Honolulu.

At Kulaokahua, August 17, to the wife of W R Buchanan

At Pelenia, Honolulu, on the Jarrett Jr, of a son.

DIED.

Grason-On the 10th of August, at his father's residence i Lahaina, John Lawis Gisson, oldest son of Walter Murray Gibson. The deceased was born near Pendleton, South Caro-

CARRINGTON—On the 20th of August, in this city, Mr R A CARRINGTON, alias, Charles Wilson, he had resided 15 years in California. The deceased was a native of Brooklyn, and has a sister residing in that city, and a brother F A Carrington at Hudson Lenawe County, Michigan. [Michigan papers, please copy. During his sickness he was a beneficiary of the Ladies' Stranger's Friend Society.

A CARD.

HONOLULE, August 17th, 1877. CAPTAIN GEO. T. HARKNESS, Am Barque Harriet N. Cariton:

DEAR SIR:—After a pleasant and prosperous passage from Hongkong, to this port, in your good ship, we cannot take leave of you without expressing our heartfelt thanks, for your nniform kind treatment to us during the voyage.

We have to congratulate ourselves, that there has been no sickness amongst us, and this no doubt is due, as well as to

r attention to our personal wants and comforts, as to the alrable manner in which you had your vessel fitted up for We would also beg you to convey our best thanks to your officers, for their various kindnesses, in so ably seconding your

endeavours to make the voyage a pleasant one.

We warmly recommend our friends, and others who may emigrate from our country, to obtain passage if possible in any ressel under your command, as we feel satisfied they will meet with best of treatment at your hands. Wishing you

will mast with best of treatment at your hands. Winning ancess in your future voyages,
We beg to subscribe ourselves very respectfully yours.
CHINGYOUNG TUNG, Doctor in charge.
HOE HAS LANG, Doctor in charge.
HES HOO, Interpreter.
CHING AN TONG, Interpreter.
On behalf of 368 Chinese passengers.

A CARD.

TO THE CAPTAIN AND OFFICERS OF THE STER KILAUEA ON HER LAST TRIP.

We the undersigned desire to express our Thankfulness to the Captain and Officers for their exemplary and gentlemanly conduct as efficers and gentlemen on this the supposed last Trip of the "Good old Simr. Kilauea," and we also desire Trip of the "Good old Simr. Kilauea," and we also desire to mention the kind and respectful attention received by us from the steward and his assistants. Wishing them all success in their future pursuits, we subscribe ourselves.

Geo. Miller, Geo. Gray, Thos. F. Mellis, Chas. Notley, H. Cornwell, J. W. Widdifield, G. W. Oliver, R. A. Lyman, W. H. Rickard, Joseph R. Mills, H. A. Luscomb, E. R. Headry, Mrs C. A. Brough, Mrs E. S. Meyer, Miss C. A. Brough.

THE PACIFIC Commercial Advertiser.

discharged the duty imposed upon him by the Act in question, more than four months and a this country will soon be inundated by a male half in advance of the period specified for its execution, and within the limit of the amount allowed for the cost of the steamer, with a surplus of tonnage as fixed by the Act. Even while we write the new steamer is at her propitious work, and it is our pleasing duty to compliment the Minister of the Interior on the speedy and highly successful accomplishment of the important task which he was called upon to discharge in this matter of our inter-island steam service. Elsewhere in to-day's issue will be found suitable reference to the Hon. Mr. Wilder's valuable agency in the business. Another question, incident upon the arrival of

the new steamer, now presses itself upon the consideration of government: who is to "run the concern?"-in the language of our businesslike neighbors over the pond. At present, the ownership of the new steamer rests with the state. But, it is natural to ask, is it the intention of government to carry on the business of a steamship company henceforward in addition to its political engagements? We lately objected to government transacting the business of a " hotel-keeper," and we now as formally express our opinion against the metamorphosis of the executive into a steamship company. Indeed, the Act above referred to appears to have anticipated the awkwardness of such a position for the administration, and the fifth section of the said Act furnishes the Minister of the Interior with full powers to sell the newly purchased steamer to any suitable party that is willing to pay the first cost of the vessel together with the interest on that amount due up to the date of purchase, with the proviso that the purchaser shall enter into a contract with the Minister of the Interior to maintain the inter-island steam service of this Kingdom, for a period of not less than six years as efficiently as possible-making unless they are accompanied by their women. If monthly two circuit trips of Hawaii, one cir- this rule is once laid down, the result will be cuit trip of Kauai, and one trip to Hilo or | that Chinamen, who wish to come here direct Kealakekua, touching on all trips at the usual from the Flowery Land, being aware of the conintermediate ports, as provided by Section 2 of dition sine qua non, will soon provide themselves | my breast, that I have accomplished that for which said Act. There is a further provision that the each with a helpmeet, before starting, from purchaser of the new steamer shall give a bond for the due performance of his contract to the choo-foo, or wherever they like,-and, provided Minister of the Interior, with sufficient sureties | they come here mated, what business is it of ours and penalties satisfactory to the Minister. It is evident, then, that there are no difficulties whatever in the way of the government for the sale of the new steamer, should a purchaser be

Now, while on the part of government there are weighty reasons for selling the new steamer, foremost amongst which is the incongruity of the ownership of a commercial steamer by the state, whose executive is not a trading company, as all will acknowledge, but simply the administrators of the national revenue raised by legitimate taxation; on the other hand there are very influential inducements for an enterprising private individual or company to purchase the new steamer as a commercial speculation. The inter-island freight and passenger traffic is very important, and rapidly increasing; and there is a downright certainty that this new steamer will pay its owners very handsomely. But, furthermore, the purchasers of the new steamer are entitled by the sixth section of the Act already referred to, to claim from Government a monthly subsidy for the due performance of the interisland steam service, of a sum not exceeding \$1,250. This makes \$15,000 a year, or about 15 per cent. on the purchase money, payable by the state. Surely, no terms could be more liberal for any intending purchaser. The only quid pro quo being the carriage of our interisland mails, and a right on the part of the government of controlling the passenger and freight rates of the steamer-which it possesses under any circumstances. The ninth section of the Act furthermore exempts from duty all materials required for the construction and use of the steamer, and confers upon its purchasers all the privileges and immunities now secured to foreign steam lines by previous legislation. Indeed, so exceptionally favorable to the purchasers are the conditions of the sale of the new steamer, that we think government will find no difficulty in disposing of her without loss of time.

We venture to express a hope that the government, while very wisely deciding to get off its hands this new commercial steamer, so indispensably necessary for our inter-island trade and ommunication, and likely to do much better in private hands-will ere long be in a position to acquire a small war steamer of its own with a good sized gun, so as to enable government to communicate directly and independently of all private steam companies, with any point on the several coast lines of this insular Kingdom. Even the most remote approach to a navy adds prestige to a country, and really it seems paradoxical to expect a government to watch over the interests of an insular realm, while it is depending upon the periodical calls of trading steamers for its chances of communicating with the different islands under its control. But, for the present, we shall not further expatiate upon this view of the progressive development of the famous Peleleu of Kamehameha the Conqueror.

IT BECOMES our serious duty to comment, in lands. Recently, the bark Harriet N. Carleton brought from Hong Kong to Honolulu some three hundred and sixty-six Chinese, of whom only five were females. By the barkentine Wm. H. Deitz eighty more Chinamen were lately conveyed from San Francisco to this port, unaccompanied by even one Chinawoman. Furthermore, we are informed that arrangements have been made by Honolulu firms of Chinese merchants to bring over one thousand Chinese from Amoy and five hundred from Hong Kong to this country, and these immigrants will be almost exclusively of ruin numbers of our female population, which the male sex. It appears from the statements of Chinese merchants that it is almost impossible to of so many hundreds of young Chinamen in this induce a good class of Chinawomen to leave their own country, and resort to foreign lands. It is only a bad class of Chinawomen that can be persuaded to emigrate. There is no possibility of obtaining from China married men with their wives and families in any considerable numbers. When good women resolve to leave China for other countries, they invariably go to places where Chinese have been long established, and there they expect to meet with friends, and relatives, and perhaps their husbands who have bespoken them before their departure from home.

would be friendless. Thus it is that our Chinese merchants explain the difficulties of bringing over Chinawomen to these shores. Plenty of male emigrants can be got from the Flowery Land, but of decent women hardly one. Hence, we shall soon witness the arrival of say 1500 more China-By THE THIRD section of "An Act to promote men, with may be not one woman at all! Beinter-island steam communication," approved | sides, the Chinese lately arrived from San Fran-September 18th, 1876, the Minister of the Inte- cisco, on finding their countrymen so well-off in rior was empowered to expend a sum not exceed- these Islands, are likely to send word to the sons ing one hundred thousand dollars for the pur- of the Flowery Land in San Francisco,-where chase of a steamer of not less than five hundred they number 30,000 or more, and are at present tons register, for the inter-island steam service of rather roughly treated by the Caucasians-invitthis Kingdom. The Minister has now efficiently | ing them to come on to the El Dorado of Hawaii nei, so that there is reason to apprehend that

> It is true that at present there is a great demand on the part of the planters for laborers, and the influx of so many Chinese will naturally be regarded by them with great satisfaction. It is far from our intention to say anything unfavorable to the highly important question of labor for our plantations. But the matter of Chinese labor is becoming very perplexing, to say the least; and we feel impelled to ask the planters, and the country, and the Government: in the name of common sense, of outraged morality, of due regard for physical laws and the animal condition of human nature,-what is to be done with all these young men, most of them in the prime of life, and full of the animal instincts natural to that age? It is plain that, where so great a disproportion between the sexes already prevails here, and the males are so much in excess of the females, there is no possibility of even a very small number of those Chinamen finding honest wives in this country. Moreover the habits of the Chinese are opposed to such a course, were it possible. There is only one unhappy conclusion, in this case, and it is that, almost of necessity, the females of the country, married and unmarried, who are brought in contact with these Chinese, run the great risk of being utterly debauched and ruined. Now this is an awful consideration; an appalling danger to the virtue and morals of many of our females, married and unmarried, and if the planters, blinded by self-interest, shut their eves to these considerations, it is the bounden duty of the government to take action at once in this matter, and to endeavor to discover some

remedy for this crying evil. No Chinamen, in our opinion, should be allowed henceforward to come here from China, amongst the fair ones of Amoy or Canton or Footo enquire into the previous character of their helpmeets in their own country? " Of two evils, choose the lesser," says the old adage, and, we ask, whether is it a lesser evil to have numbers of our females, married and single, debauched by Chinamen, than to admit married Chinawomen who may have been "soiled doves," in Amoy or Canton? For the sake of the morality of the nation, let the planters decide to engage from China only married men, or mated men, and we think that the Chinamen will find their mates easily enough before leaving home, and that lots of Chinawomen will be glad to come where they know that they will be well provided for. As for Chinamen who come from San Francisco, their number is limited, and in the pressing want of hands on the plantations, it may be necessary to tolerate for some little time longer this abominable nuisance, at least, from the point of view of morality, of introducing such numbers of young men into a country already suffering from the

To say the truth, even married Chinese are no desideratum, as far as the question of population is concerned. For, in the first place, the Chinese seldom settle down definitely in any foreign country, and if they die abroad, they are not happy in the spirit world 'till their bones are brought home to the Flowery Land. Then there can be no great advantage in rearing a race of Chinese on these Islands, were they inclined to settle down to family life amongst us, which is not likely. Happily, however, the prospects of obtaining a plentiful supply of labor from another quarter under much more favorable circumstances, are growing brighter daily.

We refer cursorily to the East Indian Scheme of immigration. The public do not forget that our able diplomatist, the Hon. Mr. Carter, is now in London, and in all likelihood, will speedily come to an understanding with the British government in the matter which forms the object of his mission. Erelong, we may hope to witness the arrival at these shores of the first lot of East Indian immigrants with their wives and families. This will be an auspicious event for Hawaii nei. The advantageous results of East Indian immigration to the British West Indies should prove very encouraging for us. Recently, His Excellency, the British Governor of Trinidad, expressed his opinion that the British West Indies and British Guiana had been "saved from ruin," by East Indian, or, what His Excellency calls " coolie" immigration-though we never liked to adopt the word, as it means in Hindostanee "a slave," which many people ignore. We insert in extenso an article on this subject from the June number of The Sugar Cane (on our fourth page) published at Manchester, England. Its perusal must necessarily impress all its readers with the vast superiority of East Indian immigration over Chinese immigration; and the opinion of a British Governor on the ground ought to be a good authority in the matter. We hope to see a first lot of East Indians arrive in this country before table Chinaman must be put up with, we suppose, for a little while longer. But as matters now stand, we think that the Government ought either to insist on allowing only mated Chinese to come here from the Flowery Land or else, to bring over at once, from China, two or three ship loads of Chinawomer, the best that can be got, or any young Chinawomen whatever willing to come here-so as to provide a temporary remedy, however open to cavil-for a most monstrous evil and abominable outrage to morality, calculated to can not fail to result from the unmated condition country, with the total impossibility of their finding wives here.

A PLEA FOR OUR FORESTS.-We beg to acknowledge the receipt of a slip from the "Popular Science Monthly" for August, on "The climatic influence of vegetation—a plea for our forests;" which we propose to reprint in our next."

YESTERDAY, August 24th, 1662, the memorable Massacre of St. Bartholemew" took place. Such was France and Christian Europe, little more than two centuries ago. The Catholics of France then spoken them before their departure from home.

Married Chinamen will not set out with their wives for a new country, and decent single Chinawomen will not venture by thousands to leave their homes for an unknown land, where they

THE FOLLOWING are some of the speeches made at the Lunch given by Hon. S. G. Wilder on board the Likelike. on Fridey the 17th inst. The Minister of the Interior commenced the pleasant play

I ask you, gentlemen, to join me in the toast to the health of Mr. Wilder, because I wish on this occasion, to pay him a merited tribute of praise, in connection with this new steamer. Some weeks since he left Honolulu upon a most responsible mission-to finish up a project which had occupied his mind for months and even years, and now has returned bringing with him the result in the form of this beautiful vessel, in whose comfortable cabwe are now assembled. An examination of her pointments for the comfort and accommodation passengers and her adaptations to the carrying trade of our islands, will I am sure elicit our high est commendation. This steamer is a great im provement upon our old one. Her nark a new era in the safety and speed of our interisland passages, and will make the crossing of our rough cannels almost a pleasure trip. We have now a vessel with which we may ever be pleased, immigration of Chinese, unaccompanied by feof which we may now be proud, and which we may commend to tourists and strangers, as one worthy of challenging their most favorable criticism.

And now, gentlemen, while I believe that you all will agree with me, that this steamer is a satisfactory and a suitable one for our waters, I want to this, that you and I, the government, and He has for a long time been an enthusiastic and persistent supporter of improved steam communication. He has laid out upon it, thought and labor argument and entreaty, and exertion both mental new steamer, to its realization in the present boat, more than any man among us. He has labored at , without stint, when there was little prospect of success, and he has given personal attention, and nowearied service to every detail, beyond the purchasing power of a money consideration, and to his enthusiasm we owe it, that the style and kind of steamer, with its appointments and fittings, speci-fications of cost, and where and of what to build it was put in such shape as to commend the project to decision and approval.

The only criticism which I have heard is, that

the boat is too large. To this I must reply that if she is too commodious, it is a luxury to which we shall readily accommodate ourselves-while in view of our rapidly increasing inter-island travel and rade, we are not likely to find reason to wish her

Whatever therefore, gentlemen, of increased safety, of better accommodations and of superior comfort the public shall gain through this steamer, the public, I am free here to say, are for it chiefly indebted to the energy of Mr. Wilder. take pleasure in paying him here this tribute of praise and to thank him, in the name of the public, for his services, and shall ask you to join me in the wish that, in all his future business operations, he may secure an equal success."

Mr. Wilder responded in the following

GENTLEMEN:-If I were to say I was not grateal to my friends and my heart was not full of pride, should err, for I am grateful and my heart is full to overflowing with pride for my friends and this beautiful steamer. For more than four years I have brought to bear all my own influence and all the nfluence of my friends, to induce the Government to assist me in building a new steamer. For eight years I have managed the Kilauea, -and during all these years I could show any man that a new poat was what we wanted. And now, gentlemen that we see here the success of my efforts, am I not excusable in saying I do feel proud. Here is my home, here I have lived more than twenty I have been associated with many enter prises, I have had my ups and my downs, but in all that time, I have never felt the gratitude that I now feel to you my friends, or the pride that is in have so earnestly struggled these many years. I owe it to those who have assisted me in building this steamer to say publicly, how much I am

indebted, first, to Mr. Sorrenson, who has acted as superintendent of the hull. Not a nail has been driven, not a bolt put in place, not a stick of tim-ber or piece of plank put in position that he has not serves the thanks of every Hawaiian. Bulger, superintendent of the machinery, who only acted as such at the request of our friends Messrs Williams, Blanchard & Co., I must say, that I do take pleasure in acknowledging his kindness and his value, and I shall ever count his friendship as one of the many pleasant associations connected with the building of this steamer. She will always be considered a Pacific Mail Steamer, and I assure you, I think that all connected with Messrs. Williams, Blanchard & Co., felt as much pride in this ams, Blanchard boat as do we.

can only say, if I ever build another boat, and mean to, they shall do it; honest, upright men, who mean to do right and just as they agree. Well might "they are all my boys, and I am proud of them. Put that in your paper, Mr. Editor, and I hope the old gentleman will see it. When I speak of the Dickie Brothers, I include Mr. Geo. Dickie, of the Risdon Iron Works, and

really no praise is necessary, in regard to the ma-chinery. It speaks for itself in its work. We left San Francisco on Sunday, August 5. On Monday, August 13, the engines stopped for the first timethis for new engines is remarkable.

Gentlemen:—You see the boat. If it pleases this Sovernment to leave her in my care, I promise you civility and care from her officers, and com-fort and speed from the boat. Again do I thank you, and in conclusion propose the health of our guests and particularly the stranger that is not a stranger, my friend on my right, Mr. Nevlus Arm-

Mr. Armstrong replied in his usual genial style, saying, in the course of his remarks: That he had no doubt that Mr. Wilder felt like he sailor who, after a liberal indulgence in the ardent, was carried off by his companions to be buried in the fresh earth for the purpose of curing his scurvy. The first convenient place found was a graveyard where was a newly-dug grave. In it he was placed and the grave was filled up to a level with his neck, and in that position Jack peacefully slumbered all night. In the morning some of his shipmates happened along and discovering his head protruding above the surface of the ground, inquired in astonishment what the matter was: "Why," says Jack, "its the resurrection day and "Why," says Jack, "its the resurrection day, and I'm the first man on deck." In conclusion "by virtue of a higher power than is possessed by King Prince, or Potentate; in the name of internationa rade I hereby commission Mr. Wilder as Commo-

Green said :- Mr. Wilder and Gentlemen .-It is not often that I volunteer to make a speech, but on this occasion I do feel as if I should like to say something, as I have for so many years tak en a special interest in interisland steam navigation; and I had the honor siso to be a member of His Majesty's Government when the money for the new steamer was voted by the Legislature, and the whole matter discussed.

You can hardly have an idea of the anxiety and esponsibility thrown upon any one who may un-It is not like going over to San Francisco to get a silk dress or something of that sort, where if you have the money in your pocket, all you have to do is to slip into a respectable boat. Why, we might have sent to half the ports in the world to get our new steamer built, and the chances are she would have turned out a failure

in some respect or other. "I will further say this, that if I had remained in His Majesty's government till now, you would not probably have seen this beautiful boat here to-day, or, for one thing, from where I should have felt inclined to send to for a steamer, she could not have been brought in the time, and I admit that I did not know that such a perfect steamer as this one seems to be, could be turned out in San Franeisco or anywhere so near to us. I don't believe that the San Francisco people themselves knew that they could turn out such a boat, until Mr. Wilder gave them this opportunity of showing what they could do, for she is the first of her class hey have built, and I understand that after the Likelike had proved such a success, orders were given for two more boats and engines of the same style. People then said, after seeing her, this is the interest of morality, on the present social the close of this year, or early next year. Mean-stand mainly indebted to the steamboat experience conditions of Chinese immigration to these Iswhile, as labor is so much needed here, the inevWilder for this admirable specimen of a coasting steam vessel. I will now propose a toast which am sure you will all join me in drinking, in wishing success to the Likelike."

Dr. Howard, a distant kinsman of the Duke of Norfolk, a Roman Catholic Peer and Hereditary Grand Marshal of England, has lately been made a Cardinal, and we think that his Eminence has a good chance of being the next Pope. Time will tell whether we are entitled to the honors of a prophet. The only English Pope was Pope Adrian the Fourth, Nicholas Breakspere, who died in 1159.

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